

SIX DOLLARS
PER QUARTER

Merits

CANADIAN PACIFIC STEAMSHIP
COMPANY.

**TAKING CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES AND EUROPE,
VIA
THE CANADIAN-PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.
THE British Steamship**

"ABYSSINIA"
3,651 Tons Register, G. A. Lee, Commander
will be despatched for VANCOUVER, B.C.
via KOBE & YOKOHAMA, on THURSDAY
the 20th June, at NOON.
To be followed by the S.S. "BATAVIA" on
the 14th July and S.S. "PORT AUGUSTA" on
the 18th July.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with Pacific Coast Points by the
regular Steamers of the Pacific Coast Steamship
Company and other Steamers.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows :-	
To Vancouver and Victoria.....(Mex.)	\$185.00
To all Common Points in Canada and the United States.....	230.00
To Liverpool.....	300.00
To London.....	305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 19th June.

All Documents must be sent to our Office on or before the 19th June.

All parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight

ADAMSON, BELL & Co.,
Agents.
Hankow 6th June 1900.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ
PORT SAID, BRINDISI, GENOA, ANT.

WERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC
PORTS;
ALSO,

LONDON, NEW YORK, BOSTON
BALTIMORE, NEW ORLEANS,
GALVESTON AND SOUTH
AMERICAN PORTS.

**THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.**

*N.B.—Cargo can be taken on through Bills
of Lading for the principal places in*

RUSSIA.

ON WEDNESDAY, the 3rd day of July, 1889, at 4 P.M., the Company's Steamship "SACHSEN," Capt. V. Graessl, with MAILS, PASSENGERS SPECIE and CARGO, will

Shipping Orders will be granted till 10 a.m.
Cargo will be received on board until 4 p.m.
Specie and Parcels until 10 a.m., on the 3rd of
July, 1880. (Parcels are not to be sent on

board; they must be left at the AGENCY'S Office)
Contents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further particulars, apply to

MELCHERS & Co.,
Agents.
Hankow 8th June 1880.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO

THE U. S. Mail Steamship
"CITY OF NEW YORK"
will be despatched for San Francisco, via

Yokohama, on SATURDAY, the 22nd June, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.]

available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00
To other European Ports at proportionate rates, Special reduced rates granted to Officers	

Passengers by this line have the option of proceeding Overland by the Southern Pacific

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. This allowance does not apply to the Pacific or Canadian Pacific Railways.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day.

all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

H. Kong, 6th June. 1879

Intimations.

DAKIN'S
CHERRY TOOTH PASTE Cleanses the Teeth, Strengthens the Gums, and imparts a delightful freshness to the Mouth and fragrance to the Breath.

50 Cents per Jar.

DAKIN'S
INSTANTANEOUS HAIR DYE,
Surpasses all other Dyes in the purity, delicacy, and natural appearance of the Hair after application.

\$1 per Case.

DAKIN'S
ROSE HAIR OIL,
A delicately scented and elegant Hair Dressing with all the Colour and Odour of Red Rose Petals.

Per Bottle, 50 Cents and \$1.

DAKIN BROS. OF CHINA
LIMITED,
DISPENSING CHEMISTS,
HONGKONG.

(Telephone No. 60)

Hongkong, 13th June, 1889.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

IN drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals and Goods of every kind of the best description only. No other quality is kept in Stock. Our long experience and intimate acquaintance with the Trade and the best sources of supply enable us to purchase direct from the Producers on the very best terms, and thus give us an advantage which enables us to offer our Constituents the benefit of a considerable reduction in the price of all Specialities of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

WATSON'S IODISED**SARSAPARILLA**

PREPARED FROM THE FINEST

RED JAMAICA SARSAPARILLA,

(Evaporated "In Vacuo")

and containing in each dram one grain of

Iodide of Potassium.

These medicines combined have long ranked as the most certain alterative known, being indicated in all diseases of the skin, and in all affections arising from poverty or impurity of the Blood.

Price—8-oz. Bottles 1.50 each, 15-oz. per dozen

16-oz. " 2.50 " 24-oz. " "

WATSON'S**FLUID EXTRACT****TARAXACUM AND PODOPHYLLUM.**

This preparation will be found a satisfactory and reliable remedy in all cases of bile headache and biliousness arising from the bowels and liver are sluggish from climatic or other causes.

In Bottles \$1 and \$1.50 each.

WATSON'S**TASTELESS ELIXIR****CASCARA SAGRADA.**

acts as a "Tonic Laxative" and establishes regularity in chronic Constipation.

In Bottles \$1 and \$1.50 each.

WATSON'S**VIN DE QUINQUINA.**

This Wine possesses the tonic and anti-febrile properties of the well-known Cinchona Quinquina or Jesuit's Bark, combined with the strengthening qualities of the finest Port Wine.

Prepared from the finest selected Port and a

blend of our well-known "Invalid Port," is an invaluable summer tonic and aperient, especially adapted for use of Convalescents from Malarial Fevers, and other climatic diseases.

In Bottles \$1.50 each.

WATSON'S**QUININE AND IRON****TONIC.**

This Tonic is strongly recommended in all diseases characterized by Anemia, Weakness, and for promoting and restoring a healthy appetite and imparting strength and vigour to the system.

In Bottles \$1 and \$1.50 each.

WATSON'S**AROMATIC QUININE WINE.**

An agreeable preparation of the Sulphate of Quinine in combination with Aromatics. Eminently useful as a Tonic in cases of Debility, resulting from Fever, enervating effects of climate, &c.

Price \$1 per Bottle.

A. S. WATSON & CO., LIMITED.**THE HONGKONG DISPENSARY,**

Hongkong, China and Manila.

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DEATH.

On the 15th May, at Ore. Hastings, after a long illness, Capt. HENRY DUNBURY KNOCKER, late of the P. and O. Service, aged forty-four.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 18, 1889.

TELEGRAMS.**GREAT FIRE IN AMERICA.**

LONDON, June 7th.

The business portion of Seattle, Washington territory, has been burnt down. Loss is estimated at \$4,000,000 sterling.

THE QUEEN AND THE FLOODS AT**PITTSBURG.**

June 10th.

Her Majesty telegraphed her sympathy with the sufferers in the late floods in the United States, and was warmly thanked by President Harrison.

RUSSIA AND GERMANY.

June 15th.

An inspired Berlin letter has appeared in the Vienna *Presse*, commenting upon the Czar's remark, that *Natika*—Prince of Montenegro—was Russia's only friend, which, it is surmised, is aimed at Austria and Germany, and it points out that a few more such incidents will banish all hope of peace.

LOCAL AND GENERAL.

A FRENCH subaltern, a sergeant, and a soldier have lately died of hydrophobia in Tonquin.

TEN mules arrived at Singapore from Madras on the 10th inst. from the *Jebebu* Company. This evidently means business.

M. DANIEL, assistant inspector of the administrative service at Tonquin, has been appointed temporary lieutenant-governor.

FENCING is stated to have become so popular among ladies on the Continent that many convents include it in their curriculum.

Doc Sing, the most redoubtable chief the French have had to cope with in Tonquin, has submitted, together with 300 men armed with repeating rifles.

A METHODIST preacher in New York gives consolation to the wall-flowers. He says the girls who do not dance are better looking than the girls who do.

M. RENAY has contempt for popular government. "To unchained, universal suffrage," he says, "I prefer the most despotism and the most mediocre monarch."

A YOUNG Chinaman who stole an opium pipe from a divan and then stabbed a servant who tried to stop him, was sentenced to six months' imprisonment to-day.

FOR boarding a junk at Shaikwan, and demanding the enormous sum of ten cents, with menaces, backed up by two knives, two men were arraigned before Mr. Wodehouse to-day. One got six months.

THE Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Mahua*, with the next English mail, left Singapore for this port at 5 p.m. yesterday.

A SINGAPORE contemporary states that Mr. Sohst and Mr. Hooper, directors of the Jebebu Mining Company, are at present on a visit of inspection of the Company's property.

WE are requested to intimate that the members of the Hongkong Sketching Club will be glad to see their friends at the City Hall from 10 a.m. until sunset on Thursday the 20th inst.

A SPANISH priest named Benito was murdered in the province of Batinah, Tonquin, on the 6th June, whilst sleeping in a Chinese house. He was shot in the chest. The murderer, who escaped, is unknown.

WE have received the first copy of a new journal *l'Independence Tonkinoise*. It is similar in style and get-up to its contemporaries, and proclaims itself Liberal, above all, with anti-fiscal views, and a red-hot desire to develop the country.

A MASQUINE beauty show is being arranged at Vienna, of which women will be the judges, and the man with the finest mustache, the man with the biggest nose, and the man with the largest bald head.

ON Sunday the 14th inst. a duel was fought at Haiphong between Messrs. Champin and O'Hegerty. The weapons chosen were swords. The fire-fighting Irishman was wounded seriously above the right eye. The affair caused considerable commotion.

AN Irish sailor named Kennedy, living at the Sailors' Home, took a dollar from another resident there yesterday, to see if it was good. As the barman supplied a number of drinks for it he saw that it was, and imbibed the drinks accordingly. He was imprisoned for three weeks to-day.

THE *Lancet* regards the marked and continuous decline in the mortality from phthisis in England and Wales during the past fifty years as one of the most hopeful signs of the improving health condition of our population, and as affording the strongest evidence against the alleged physical deterioration of the English people. The mortality from phthisis in 1831-1836, compared with that recorded in 1871-1876, showed a decrease of 24 per cent. among males, and of no less than 4 per cent. among females. There is a similar decline in the mortality from all causes, and this general improvement of the public health would appear to be largely due to what is popularly understood by the expression, sanitary progress.

CELLULOSE is a fibrous substance produced in France, by a secret mechanical process, from cocoanut husk. When compressed its specific gravity is far less than that of cork. It is the lightest solid known, and therefore invaluable for life-belts and life-matresses, while in large quantities its buoyancy will make a ship non-sinkable. It is used to fill compartments in a ship's side, and serves to prevent water entering a ship through a hole made by a projectile or rock, because the instant the water enters the cellulose is expanded by it to an impenetrable tightness. It does not decay or emit any odor, and has been packed in a ship's compartments without undergoing any change. If a mass of cellulose be penetrated by a projectile, it will not be ignited by the friction.

THE following will be the Orders of the Day at the meeting of the Sanitary Board to-morrow afternoon:

Dr. Cantlie will move that Mr. McCallum be asked to report fully, at an early date, to the Board on the following points regarding his proposal for the final disposal of the City refuse:

1. Is the proposed site in any way to be considered a harbour of refuge?

2. Is the proposed method of disposal likely to give rise to the washing up of organic debris in the foreshore in the neighbourhood?

3. Is the scheme, if carried out, likely to interfere with any anchorage for shipping?

4. For about what period will the place suffice for the reception of the refuse?

5. What other towns are known to have adopted a similar method of disposal of their refuse to that proposed, and what has been the result?

6. By-laws under Sub-section 6 of Section 13 of Ordinance 24 of 1887.

7. Letting of Contracts.

At the 63rd Annual General Meeting of the Standard Life Assurance Company, held at Edinburgh on Tuesday, the 23rd of April, 1889, the following results for the year ended 15th November 1888 were reported:

3379 New Proposals for Life Assurance were received during the Year for £1,874,703

2972 Policies were issued, assuring £1,496,363

The Total Existing Assurances in force at 15th November 1888

amounted to £20,806,469

of which £1,414,122 was re-assured with other Offices.

The Claims by Death or Matured Endowments which arose during the Year amounted, including Bonus Additions, to £58,182

The Annual Revenue amounted at 15th November 1888 to £929,939

The Accumulated Funds at same date amounted to £6,990,313

Being an increase during the year of £182,357.

IN consequence of the ever-increasing military burdens the number of emigrants from Italy last year was nearly 300,000.

MRS. ALICE SHAW, the celebrated Yankee whistling woman, is divorced from her husband; but that does not prevent him from paying his little dollar and hearing his ex-beloved chirp and twitter at her fashionable concerts.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Batavia*, from Vancouver, arrived at Yokohama yesterday, and will leave for this port to-morrow.

LOUIS GOULON, a laborer in a French iron mill, is sixty-two years old and has a gray beard three yards long that he wears wound around his neck. His beard, and mustache began to grow when he was twelve, and at fourteen he had a beard a foot long. It is still growing.

MR. GEORGE BELLAMY, magistrate of Kuala Kubu, has discovered a new route from Selangor to Pahang which, it is stated, is certain to greatly facilitate traffic between the two places. The new route is much easier and shorter than those now in use. "Punjoms" are evidently in luck.

THE Government messenger who was charged with delivering a threatening letter was again before Mr. Wodehouse to-day. Inspector Perry said that the prisoner had stated that he got the letter from a clerk in the Surveyor-General's Department named Ah Fat. Dr. Ho Kai submitted that he simply took it in the usual way. He was discharged.

TELEGRAPHIC information of a very favorable character has been received regarding the stranded steamer *Arday*. The vessel has been again floated in the coffer-dam and moved a distance of sixty feet, bringing her stern to the sea. In this position, protected as she is on every side, the *Arday* should be perfectly safe in the roughest weather, and her eventual floating can only be a matter of a very short time. Work has already commenced on the *Arday* to the coffer-dam, which will extend about eighty feet seaward, and when that has been completed we doubt if a further extension will be required, as there ought to be sufficient water at high tides to get the vessel afloat. The weather on the coast of Cochinchina has continued most favorable, and Mr. Andrew Johnston and his colleagues are confident that a successful termination of their arduous labors is near at hand.

WE published a short time ago a list of the prize-winners at the examinations held in December last by the Trustees of the Bellis Trust Fund No. 2. His Excellency the Governor has kindly consented to present these prizes on Thursday next, at 10 a.m., at Government House, and the Trustees will be glad if the winners of the prizes will attend there to receive them. The winners are:

F. Hyndman, Victoria College, a Silver Star and \$10.

Wong Fan, Victoria College, a Bronze Star and \$10.

F. Sney, Diocesan School, \$20.

F. Lammet, Hongkong Public School, \$15.

M. Fredericks, Victoria College, \$15.

Miss A. dos Remedios, Victoria English School, \$15.

Miss M. dos Remedios, \$10.

Miss Wong Tai Sheung, Berlin Foundling House, Bronze Star and \$25.

Miss Fok Tsz Liu, Victoria Home and Orphanage, \$15.

Miss Li Kin Fuk, Basel Mission School, \$10.

At the same time the Governor will present to Police Constable John McDougall and P.C. Lam, the stars and prizes awarded by the Bellis Trustees for saving life. There will also be a parade of the police.

THE "pirates" in Tonquin scored heavily the other day against some militia at Cho-bo. On the bank of the Black River was a fort occupied by native soldiers, commanded by a French officer named Gresse and a corporal. At dusk on the 3rd inst. two coolies, carrying a chevi, approached the gate. The commandant, who was going down to dinner, interrogated them, and told him they were bringing some provisions for him. Although the rule was never to open the gate after dusk, the corporal did so in this case, and immediately the interior of the square was filled with armed pirates, who cut down the sentry and corporal before they could resist, together with a native sergeant and half-a-dozen of the militia. The commandant was knocked down and bound, and not killed. Then, with diabolical cruelty, the enemy dragged out his two little children and cut off their heads in his presence, their blood splashing him. They also forced the few soldiers who survived to parade in front of him, with their thin weapon covering them. They captured six chests of cartridges, and thirty repeating rifles. Before departing, however, they crowded their cruelty by slashing open the breast of the commandant from his shoulder to his heart, piercing his hands and tying them together with the gold lace from his coat, and then putting the body into a basket and throwing it into the river. It was found some days later, and interred at Vitri.

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available for its guidance. Already the authorities have perceived that a railway is something more than the substitution of an iron for a mud road; the very small experiment they have made has brought into view a few of the side issues which are raised by the making and running of railways, and though what has been revealed is as nothing in comparison to what remains hidden, it is enough to impress the Government with the importance of their selection of a Directorate of Railways, and the official or officials selected, with the gravity of the responsibility. Of course it may be said that, though Chinese statesmen have no knowledge of their own in reward to railways, the experience of the whole Western world is available for them, and the best foreign advice is at their service. But the importation of foreign advisers—even without the Korean "o"—is precisely the experiment the Chinese most dread; it is the visible rock to which they wish to give a wide berth, even at the risk of shipwreck on the shoals which are unseen. And who does not sympathize with this feeling? Who will advise in the selection of an adviser? Imagine a wealthy but untaught man going into the world to choose his teachers; or a book-worm suddenly become heir to a great industry requiring the utmost practical skill and scientific knowledge to carry on, and one gets some idea of the position in which the Chinese find themselves *vis-à-vis* to these demands for improvement. And when to the suspicious nature of the Chinese you add the obtrusion of outside advice from every quarter, each candidate assuring the Chinese that he alone is their real friend, you get a combination whose product is, and can only be, confirmed revulsion from all foreign aid whatsoever. Such we take to be the true attitude of the Chinese Government at the present moment. That is not to say, however, that in some real or fancied emergency the Government may not fall into the arms of some philanthropic schemer—probably the least worthy of all the suitors for favours, such a contingency indeed is far from probable. But, having regard to actualities, we must consider that the one thing which the Chinese Government will not and cannot do, at the present stage of proceedings, is to place any foreigner or any group of foreigners in a position of authority and power in connection with the construction of railways. And as they cherish the design of making their railways out of indigenous material, so they will seek also for their directing power in the ranks of their own officials. The one idea may prove as unfeasible as the other, and yet both seem to occupy a necessary place in the unfolding panorama of railway progress, and both ideas may have to be worked out, whether to success or failure, in order to provide a basis for further advance.

In the search for an individual qualified to act as Imperial Commissioner, Minister, or Chief Director of Railways, it is natural that the attention to the Government should be directed to an official who has already shown himself unopposed by novel situations, to whose record we directed attention the week before last. Among native officials who have never travelled beyond the China coast line there are probably few known to fame who are better fitted than Chou Fu for the post of Director of Railways. It is needless to recapitulate his special qualifications, on which we expatiated at sufficient length on the 11th inst. Our remarks on that occasion had reference to an appointment of a very different kind, in which Chou Fu's political and diplomatic ability would have served him most appropriately. The same order of talent is as much needed in the direction of railways in China, but it is by no means all that is required. Practical knowledge is as great a desideratum, and of that also Chou Fu may be allowed a full average share. Capacity for organization is also required, and to that we are not aware that he has ever shown any special claim. The construction of the Tongshan line has no doubt enabled Chou Fu, who was his chief promoter, to gain some experience, and his management has also afforded the public some insight into his capacity. The result has been to show that he shies more at a promoter and general director than as an organizer or supervisor of practical work. This is no more than to be expected of one who has no means of knowing anything about the operations which he was called on to undertake. Indeed, the little knowledge which Chou Fu had gained of canal and water-ways was rather a snare to him than otherwise, since it gave him the notion that he was somewhat of an engineer. A trifle more experience would no doubt convince him that railway work differs essentially from digging ditches and laying up embankments, and that the arrangements of skilled officers cannot be arbitrarily interfered with without danger, and that trained hands cannot be arbitrarily replaced by the first coolie that presents himself. The selection of men with exclusive regard to their capacity for their duties, and not with a view to provide a livelihood for troublesome *stragglers*, is an elementary lesson which Chinese officials are naturally slow to learn, but it is being gradually brought home to them, nor can it be fairly laid to the charge of the individual that he has not completely mastered the lesson in advance of all his competitors.

On the whole, among the class of untravelling Chinese officials there are perhaps few who could advance a better claim than Chou Fu to the honourable distinction of Director-General of Railways. But the choice of the Government is not restricted to untravelling officials, in an undertaking which is wholly foreign in its origin and organization, one who has had the inestimable advantage of studying the operations of railways in other countries, and more especially during a long residence in that country which is the home of all the railways in the world, *caters paritatem*, be the best man to entrust with a task of such very importance to the State. A knowledge of foreign languages would add enormously to the independence and authority of the Minister or Imperial Commissioner for Railways, while family prestige and exalted rank and proved devotion to the Throne would reconcile all parties to the appointment of one who combined in his own person these widely different qualifications, which have never before been united in one individual. The honours could scarcely be more appropriately bestowed than on the head of one of the most illustrious families in the empire, the son of the enlightened patriot and true friend of his country, the lamented Tsing Kwo-fan—*Chinese Times*.

THE HORRORS OF CHRISTIANITY.

A few months ago the Hoang-ho—the most shifting and treacherous of all Chinese rivers—suddenly burst its artificial embankments and rolled the huge volume of its turbid, yellow flood across the adjacent plains, carrying terror and destruction over the mysterious land where the teaplan grows. The disaster was one which has happened a score of times since the Hoang-ho first issued from the interior, and poured its waters down towards the eastern sea, and it is one which will recur periodically until the great river is obliterated from the map. The Sin Fat of the present day, like the duplicate Sin Fat who owned a patch of earth on the great plain in the days of Augustus, was slumbering in his quiet, lopsided home when a lowly instant of annihilation arrived, and the billows rolled in a deadly twenty feet deep over his dwelling, and his little household, and bore him and his family and his household gods away on its bosom, while his soul departed to the land where *Cosmos* dwells among the stars. His neighbour, Hang-Ye, awoke upon his tea-chest to realize that Death was at his door. The summons came alike to Sing-Ling in his gin-case, and to the opulent Ki-Nan in his palace of fantastic architecture and impossible design, and each of them remembered, possibly, as the sound of the rushing torrent reached his ears that a thousand years ago another Hang-Ye, slumbering on a tea-chest of a pattern that never varied since the days of the Pharaohs, and another opulent Ki-Nan, lounging in a palace that was as fantastic in its architecture as that of his successor had been the same ominous warning, and in like manner, vanished for ever from the land of their birth, to be reborn in unmanageable gridiron characters in the Flowery Land, but the million or two of lives which were sacrificed in that awful visitation left no perceptible gap among the teeming millions of the Middle Kingdom. The waters subsided at last, and the cultivators who had escaped the general devastation ventured down again from their places of refuge to dig out their own farms and silently annex those of their drowned compatriots; the vice-plant and the tea-shrub started afresh; the Hoang-ho found itself a new bed; and except for a sick stratum of rich alluvial deposit, a threatened famine among the agriculturists whose farms—mostly caded from the dead Sin Fats whose remains are still tossing restlessly in Gulf of Pechelo—have not had time to produce new crops, and who have been further ruined by the expense of buying new Josses to replace the ones which floated away in the general ruin, and a thick, muddy stream of Christian charity and maulin exhortation, the overflow of the Hoang-ho is a matter of history.

For of Christian charity—as Christian charity is understood by the muddled churches who send tracts to the Frozen Zone and fairs and dig and boots and the Shorter Catechism to the Digger Indians in his cave—there is unhappily no end. The British savage of Whitechapel maintains a miserable existence on garbage and offal; the sewing woman of London tries in vain to believe in the doctrine of Eternal Justice, of peace on earth and goodwill to men, as she rehearses daily the piteous Song of the Shirt—the saddest story ever told in verse; the grinder of Sheffield makes money, per week at a murderous trade whose very breath is destruction, but these and all others of their kind may live and toil and die and go to destruction in their own way, so long as there remains one far-away Carib who has not heard the touching narrative of Balaam and his Ass, or one forgotten Fantee who is yet a stranger to the joyous story of how Goliath used to be eleven feet high in Gath. The tollers who die from hunger almost daily in London keep on dying while London sends its surplus wealth to rebuild the water-logged Joss-house of the strange idolator beside the Hoang-ho; the hunger-maddened women who throw themselves into the Thames, and have the misfortune to be fished out alive, are sternly admonished and duly sent to go by the same tender-hearted Christians who are weeping tears of misery over the anguished Hong Lee, who has not a rice; and in general the men of faith go on according to the good old rule which bids them leave their own countrymen to perish at their doors while they pour forth the stream of their pious generosity upon the woes of the remotest heathen at the other end of this badly-trimmed planet. All sorts and conditions of greedy and corpulent saints take a hand in the good work. The sweeper who grinds out human lives—the lives of helpless, wretched, joyless girls and stunted boys, and worn out prematurely-aged women—in his suffocating workrooms at a remuneration of four or five shillings per week, contributes his mite to the washed-out Chow; the pious warehouseman, who discharges the miserable shirt-maker at elevenpence a day because he has found another victim who will accept of his pious prayers and his cheque to aid the opium-soaked contentment of Eastern Asia; the Anglican parson, whose wheeled curate enjoys a lavish stipend of 100, per week, lends his aid to the cause of charity, and the rack-renting landlord and a hundred other commandments bring up the rear of the great procession. For the glory of Christian England shines forth in her missionary enterprise, and her hand is for ever open to aid the distressed heathen and to dispel the moral darkness of the neglected cannibal, and half the uncivilized earth is holy ground because there the martyrs of Britain's churches have shed their blood for the propagation of the faith, and meanwhile concerning three millions of starving Britons at home no prominent philanthropist cares a solitary curse, and no church has time to worry with a cent.

The missionary system is English—strikingly English—in all its details, and being English, Australia has naturally adopted it with acclamation. The Chinaman, it is true, wears no poetic aspect in this country, for Australia has seen him too closely to appreciate his beauties, but the swamped-out Mongol beside the Hoang-ho is a distant heathen—with whom we have nothing to do—in distress, and thus he fulfils all the requisite conditions of an object of public charity. Consequently the benevolent Joss-house and lavish dotards of Melbourne have taken up his case, and subscriptions are pouring in for the aid of the afflicted Sin Fat, who is understood to be sadly shovelling the frogs out of his half-drowned home in a far-off land. Whether the money will ever reach him no one knows. As a rule, money subscribed in such cases is mostly absorbed by the salaries of the hired philanthropists into whose hands it passes, and by the time it has been sifted through treasurers and secretaries, foreign agents, mandarins, interpreters, missionaries, native teachers, saved Chinamen, and benevolent officials of various grades, the amount that is likely to remain for the wretched Buddhist beside the Hoang-ho will hardly be worth notice. Even supposing, however, that none of the absorbent Christians, who are accustomed to live upon public benevolence and snuff, amass a fraction of the national charity, the biggest amount that can be raised will hardly suffice to furnish one square meal apiece to the pagan millions who are supposed to be left destitute in Asia. The total would, indeed, do more to ease the miseries of the hundreds of starving, fettered, and wretched Australians whose homes in the damp grass of the Melbourne or Sydney parks, and who, even in the most prosperous of Australia's cities, are slowly dying of want and privation; but these outcasts are only white men of our own race and our own creed, and because they are not aliens and lepers, and because they are close at hand instead of being located in some misty region on the uttermost confines of geography where a European is hailed as a "foreign devil" and is liable to be stoned on sight, their sufferings must find their own remedy. The philanthropists of Australia are too busily occupied with the miseries of Sin Fat to spare time for any smaller and less absorbing considerations.

Besides, the Melbourne citizen who is dying of hunger in a land of plenty has institutions of the Charity Organisation Society order to appeal to. The money which these bodies receive in charity is mostly absorbed, it is true, in the salaries of their officials, but still they do much service in various ways. The hungry vagrant who applies for a meal is told by a highly-paid functionary to call to-morrow, or the day after, or some time in the central part of next week, when possibly something will be done for him; and then, supposing he should hold on to his life, he generally learns that owing to his non-attendance at

church, or to the fact that he has been in gaol for having no visible means of support, or because his wife drinks, or his brother has committed bigamy, he is not a fit subject for human assistance. Most of the money which is left after paying the salaries of the benefactors in charge is employed in collecting evidence to show that the particular applicant in question is not sufficiently apostolic for charitable recognition, and funds for enquiry purposes being plentiful, it naturally follows that only a staidly pauper here and there manages to present a sufficiently stainless record to satisfy the bowless committee of investigation. The indigent white citizen brings thus provided for, public charity is left free to expend itself in relieving the woes of the Asiatic pagan, and if in his case there is no elaborate machinery provided for sifting the morals of each insolvent Chinaman—if the benevolent Christian population of Australia is invited to extend a helping hand alike to the unheeded murderer, the fan-tan sharp, the Mongolian sneak-thief, and the opium-fiend, without raising any question as to their fitness for such benevolence, it is only necessary to point out that missionary enterprise has always been built that way.

The gruesome snuff of the British missionary system—now in process of transplantation to Australia, the lying and hypocrisy which attach to it at every step, the cold, callous brutality which forms its one unchanging feature, the ignorance and delirium on which the boss Pharisees of the propaganda have built what they blasphemously term the greatest Christian movement of the age, are a living disgrace to the Anglo-Saxon race. Within the last three or four years hundreds of thousands of pounds have been spent in sending forth fat apostles through Western Asia with the result that a solitary Moslem has shaken off the fetters of the faith which forbade him to touch intoxicating liquors, and has become a Christian and a sot, and thousands upon thousands more have been expended on missions to the Hebrew race, from which not one convert has resulted. And as a branch of the same movement money has been poured forth like water to buy food for starving Hindus, and distressed Syrians, and beggared Chinamen, and broken-down Africans—and meanwhile the only mission that goes forth to Whitechapel consists of "Jack the Ripper," the policeman and the coroner, the only gospel that is carried to Ireland is borne by the police baton and the soldier's bayonet, a British garrison in Egypt is exacting tribute by means of native agents armed with the raw-hide whip from a nation which is as hungry and as bitterly oppressed as all the aggregated Chinamen who have ever been washed out since the days when the Great Wall was first constructed, another British army is turning Burnah into a desert, and still Britain leads the way in missionary enterprise, and acts as the pioneer of the Gospel in the dark places of the earth. There are more British subjects starving in the United Kingdom to-day than there are beside the Hoang-ho; there are probably as many starving men and women in Australia in proportion to the population of the country as there are in the whole of China; and yet the miserable hypocrisy of the day merely bids them starve and trust in Providence and apply to the Charity Organisation Society, or else it hires wealthy persons to read their elaborate sermons about the joys of poverty and the wickedness of having food and shelter, and reserves its practical Christianity for the opium-sodden leper—the hereditary enemy of our country and our race.

Australia is, comparatively speaking, a land of comfort. It is an undying disgrace to her social and political system that there should exist within her borders even one white citizen who is without a home and without food, and it is a sign of the future domination of those who rule the Chinese Empire; but the miserable hypocrisy of the day merely bids them starve and trust in Providence and apply to the Charity Organisation Society, or else it hires wealthy persons to read their elaborate sermons about the joys of poverty and the wickedness of having food and shelter, and reserves its practical Christianity for the opium-sodden leper—the hereditary enemy of our country and our race.

THE HONGKONG RIFLE ASSOCIATION. SPOON COMPETITION—900 YARDS. Ten Shots—Carbines allowed Three Shots extra. WILL take place next SATURDAY, the 22nd June, at 4 P.M. A. SHELTON HOOPER, Hon. Secretary. Hongkong, 15th June, 1889. [58]

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of Consumption, Bronchitis and General Debility, than any other remedy known to medical science. Read the following:—"I have prescribed Scott's Emulsion and have also taken it myself, and can fully endorse the opinion that it is both palatable and efficient, and can be tolerated by almost any one."—Especially where Cod Liver Oil itself cannot be borne." MARTIN MILES, M.D. & Co., St. Leonards, Bucks. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

Co-day's Advertisements.

FOR HAVRE. THE Steamship "LENNOX" Captain Thearle, will sail on FRIDAY, the 21st instant. For Freight, apply to ADAMSON, BELL & Co., Agents. Hongkong, 18th June, 1889. [760]

PUBLIC AUCTION. THE Undersigned has received instructions from H.M. Naval Store-keeper to Sell by Public Auction, on WEDNESDAY, the 26th June, 1889, at NOON, at H.M. Naval Yard, SUNDRY NAVAL AND VICTUALLING CONDEMNED STORES, Comprising:—

OLD IRON, PAPER STAFF, HOSES, LAMPS, CLOCKS, PROVISIONS, CLOTHING, AND IMPLEMENTS. TERMS OF SALE.—As Customary. J. M. ARMSTRONG, Gov. Auctioneer. Hongkong, 18th June, 1889. [761]

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Notices of Firms.

NOTICE. I HAVE this day admitted as a PARTNER my Brother SIMON G. APCAR, and my business will henceforth be carried on under the style of APCAR BROTHERS. A. G. APCAR. Hongkong, 15th June, 1889. [747]

NOTICE. H. & J. SAMPSON have commenced business as CIVIL ENGINEERS, ARCHITECTS, SURVEYORS, LAND AND ESTATE AGENTS, and GENERAL BROKERS, and respectfully solicit the support of the Hongkong public. Plans, Estimates, Drawings, &c., promptly supplied, and all commissions will receive due attention. OFFICES—QUEEN'S ROAD CENTRAL, (Opposite Ice House Street.) Hongkong, 5th June, 1889. [698]

Intimations.

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NOTICE. H. & J. SAMPSON have commenced business as CIVIL ENGINEERS, ARCHITECTS, SURVEYORS, LAND AND ESTATE AGENTS, and GENERAL BROKERS, and respectfully solicit the support of the Hongkong public. Plans, Estimates, Drawings, &c., promptly supplied, and all commissions will receive due attention. OFFICES—QUEEN'S ROAD CENTRAL, (Opposite Ice House Street.) Hongkong, 5th June, 1889. [698]

Intimations.

MAPPIN AND WEBB. SHEFFIELD AND LONDON, Cutlers and Silversmiths, by special appointment to H. M. the Queen, &c., &c., &c.

BEG to announce that they have forwarded to Hongkong by their Representative MR. W. S. MARSHALL, A choice and varied selection of CUTLERY, SILVER & ELECTROPLATED WARE, DRESSING CASES, FANCY LEATHER GOODS, &c., &c., Embracing all Novelties of every description of their well-known Manufacture for EXHIBITION AND SALE, AT 3, DUDDELL STREET, (Ground Floor). Last few days terminating TUESDAY, the 25th June, 1889. Prices same as in London. Dollars taken at three shillings. Catalogues free on application. Hongkong, 18th June, 1889. [683]

HONGKONG RIFLE ASSOCIATION. SPOON COMPETITION—900 YARDS. Ten Shots—Carbines allowed Three Shots extra. WILL take place next SATURDAY, the 22nd June, at 4 P.M. A. SHELTON HOOPER, Hon. Secretary. Hongkong, 15th June, 1889. [58]

THE HALL & HOLTZ CO-OPERATIVE CO. LIMITED. BEDDING DEPARTMENT. JUST ARRIVED. BRASS AND IRON BEDSTADS, all sizes: 5 feet by 6 feet 6 inches, from \$14.50. All bedding made of pure material, and 11en tick. THE HALL & HOLTZ CO-OPERATIVE CO. LIMITED, QUEEN'S ROAD CENTRAL. Hongkong, 18th June, 1889. [758]

Co-day's Advertisements.

THE HALL & HOLTZ CO-OPERATIVE CO. LIMITED. BEDDING DEPARTMENT. JUST ARRIVED. BRASS AND IRON BEDSTADS, all sizes: 5 feet by 6 feet 6 inches, from \$14.50. All bedding made of pure material, and 11en tick. THE HALL & HOLTZ CO-OPERATIVE CO. LIMITED, QUEEN'S ROAD CENTRAL. Hongkong, 18th June, 1889. [758]

FOR PRIVATE SALE. A SEMI-GRAND BROADWOOD PIANO in first class condition. On view any morning before 12 A.M. Apply at THE OFFICE, Victoria Hotel. Hongkong, 11th June, 1889. [752]

Auctions.

PUBLIC AUCTION

LEASEHOLD PROPERTY.

MR. G. R. LAMMERT has received instructions from the Mortgagee, to Sell by Public Auction, on

FRIDAY, the 21st June, 1889, at 3 P.M., on the Premises,

ALL THAT PIECE OR PARCEL OF GROUND registered in the Land Office as Subsection No. 2 of Section E of Inland Lot No. 175, with the Dwelling House and premises erected thereon, known as No. 22, Elgin Street.

The premises are held for the residue of the unexpired portion of 999 years.

For Particulars and conditions of Sale, apply to

HOLMES & PRYNNE, Solicitors, or to

G. R. LAMMERT, Auctioneer, Duddell Street.

Hongkong, 15th June, 1889. [745]

NOTICE.

SALE OF R. B. LOT No. 61.

THE date for Sale of this Lot is altered from the 17th June to MONDAY, the 24th June, at 5 P.M.

G. R. LAMMERT, Auctioneer.

Hongkong, 14th June, 1889. [741]

VALUABLE SALE OF DESIRABLE BUILDING SITES AT THE PEAK.

MR. G. R. LAMMERT, Auctioneer, will sell by Auction on the site, on

MONDAY, the 24th June, 1889, at 5 P.M.

SIX VALUABLE BUILDING SITES KNOWN AS SECTIONS OF RURAL BUILDING LOT No. 61.

THIS Property is within a few minutes walk of the Tramway and has been divided into Sections of an average area of 5,000 square feet to meet a present and increasing demand for ECONOMICAL BUILDING SITES.

The whole of the Earth work and retaining walls have been completed and the sites prepared FOR BUILDING in the most approved manner, and the whole now forms one of the most desirable sites at the Peak.

Conditions of Sale, Plans, Particulars and the fullest information can be obtained upon application to

Messrs. WOTTON & DEACON, Solicitors, 35, Queen's Road; or to

MR. W. ST. JOHN H. HANCOCK, C.E., F.R.I.B.A., 3, Beaconsfield Arcade; or to

THE AUCTIONEER, Duddell Street, Hongkong, 14th June, 1889. [647]

PUBLIC AUCTION

OF VALUABLE MACHINERY, PLANT, &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, the latter part of June, 1889, on a day to be named hereafter, at the Machineshop lately in the occupation of Messrs. J. W. CROKER & Co., at Bowington Canal.

The whole of the MACHINERY and PLANT, comprising:—One HORIZONTAL ENGINE of 13 H.P. One VERTICAL ENGINE of 4 H.P. One BOILER 7 feet by 1 foot 6 inches. Four GAZE LATHES assorted sizes up to 15 feet length of bed. SCREWING, DRILLING, PUNCHING, and SHEARING, SLOTTING and ROLLING MACHINES. 2 PLANING MACHINES, STEAM HAMMER, CRANES, SHEARLEGS, SHAFTING and BELTING, ANVILS, VICES, BENCHES, WINCHES and FORGES, SUNDRY MACHINERY and PLANT, &c.

Also, one IRON STEAM LAUNCH. TERMS OF SALE.—Cash on delivery. For further particulars, apply to

G. R. LAMMERT, Auctioneer.

Hongkong, 1st June, 1889. [673]

Insurances.

THE FUNDS OF THE STANDARD LIFE OFFICE

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Six and three-quarter Millions Sterling, and are increasing yearly. A marked preference continues to be shown for STANDARD POLICIES, and every year since 1865, New Assurances for upwards of £1,000,000 have been placed on the books, a result continued uninterrupted for so long a period by no other British Office.

THE BORNEO COMPANY, LIMITED, 669-1 Agents, Hongkong.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, £833,333-33-33. EQUAL TO RESERVE FUND £318,000-00-00.

BOARD OF DIRECTORS. LAY SING, Esq., LOU TSO SHUN, Esq., LO YUK MOON, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST, Hongkong, 17th December, 1885. [858]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies have been placed on the books, a result continued uninterrupted for so long a period by no other British Office.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882. [753]

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE. THE Steamship "ALTONOWER," Captain Barnett, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected. All claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised. RUSSELL & Co., Agents. Hongkong, 17th June, 1889. [754]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "BELGIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. CHAS. D. HARMAN, Agent. Hongkong, 17th June, 1889. [751]

